

## G-P-C TOWNS NO LONGER PEEVED AT ALLIANCE

NEWSPAPERS HAVE GOOD WORD FOR LOCAL BOOSTERS

Oshkosh News Suggests That Chadron Need Not Be Forced to Accept the Highway

As an aftermath of the G-P-C road meeting held in Alliance on Tuesday of last week, there are coming reassuring words from the south. Several towns along the route in that direction have been thinking, although some of them didn't formulate the thought, that Alliance road boosters were doubtingcrossing them—and trying to play politics with both the G-P-C and the North Star, a rival organization. All of these doubts were resolved at the meeting here last week, and newspaper comments are most interesting.

The Broadwater News says, in part:

J. S. Rhein tried to resign from the post of vice-president for Box Butte county but his resignation was voted down. Mr. Rhein thanked the members for seeing matters in the right light and will continue to act in the capacity of vice-president. We wish to state further in regard to Mr. Rhein. He is one of the best road boosters in this part of the country and he is a fluent speaker and can carry the points he wishes to bring out in an excellent manner, and we were therefore glad to see Mr. Rhein stay as an officer of the G-P-C.

"Everybody knows Mr. 'Bob' Graham, his quiet jovial manner of bringing out his points, his witty criticisms—well boy you missed the time of your life when you missed the Alliance meeting. It was worth a ten dollar bill (and we are short of that article) to see the way Mr. Crownover of Bridgeport, tried to dig his way out of a trap that was sprung on him by Mr. Graham. Mr. Crownover plainly showed that his interests were elsewhere, that he did not care one whoop what became of the G-P-C in fact it was plain to be seen that he was a Bridgeport man out on a spring trip and tried to make the members of the G-P-C think that he was very much interested. Mr. Graham soon had his tallow and we doubt if Mr. Crownover will get over his sore tongue for some time, for the way he wig-wagged it, it must certainly have suffered a few blisters.

### A Shot at Crownover.

"The facts are that Mr. Crownover (Morrill county highway commissioner) wanted to tell his Morrill county good roads boosters what a heluva fine fellow he was and that he had heard the east end of Morrill county thought he was not interested in their road but he wanted it known that he was with them. It sure looks like it, Mr. Crownover, when you pulled the sneaking trick that you pulled off by taking Mr. Gaddis over one route and not over the G-P-C. Your actions at this meeting show that you are unfit to hold the office you now hold, and we think it is time the citizens of Morrill county were relieved of the burden of your meager existence as highway commissioner of this county. We believe that you should tender your resignation. You have demonstrated to us in the east end of Morrill county just how much you believe in getting our roads into shape. The roads speak for themselves. Your work as highway commissioner speaks for itself and should you have done what you were duty bound to do by holding that position you now hold, it would not be necessary for you to apologize with all kinds of explanations of how you are for us. We think the job is too big for you.

"There has never been any question in the minds of the Broadwater people as to how Alliance stood. Broadwater has known for years that Alliance was strong for the Broadwater-Alliance road. Their faith has never wavered for a moment. With such receptions

as we get when we go to Alliance, and we go quite often, there can be no doubt that they are pulling and pulling strong for us all the time. They see the great possibilities of this route. If you are not a G-P-C booster, get in line or you will be out of style."

### Trifle Vexed at Chadron.

The Oshkosh News contributes the following to the discussion: "In view of the fact that this is the third meeting held recently at which none of the places north of Alliance, planned to be tapped by the G-P-C highway, had representatives, we feel that it might be well to consider a portion of the route that the towns west of us have been trying to get on the line.

"Parties are trying to get the route changed to run from Broadwater up the valley, going to Scottsbluff and Mitchell, then north to Ardmore, S. D. Now that the Alliance portion of the highway is apparently settled, it might be well to go to Alliance, thence along the Burlington to Hemingford and possibly to Crawford and then to Ardmore, S. D., thence on to Deadwood, or some other South Dakota town that may be decided upon.

"This is a big national road proposition and any town should be glad to secure the route through their territory. It should be considered an honor to be located on a highway of national importance. Instead of that, some towns have apparently taken the stand that the association should wait on the outskirts of their corporate limits knocking for admission. If that feeling does prevail with any of them, they are in line for a surprise.

"This is an established route now to Alliance and is not going to be stopped merely because one or two of the locations planned should hold up on their assistance. It may be there is a good excuse for the seeming indifference, but surely it is time the excuses were being offered. We believe the original route is the correct one, but no one is going to be forced into accepting a place on the highway if they don't want for, for there are others who do."

### THE RAILROAD COLUMN.

(Continued from page 10)  
way employees being considerably smaller by many hundreds of dollars than the statistical wage testified to by the railway witnesses. He illustrated this by showing that the \$100,000 annual salary received by a single general officer was about equal in amount to the total wages to 67 employees receiving \$1,500 a year. These 68 men were paid \$200,500. The mathematical average would be \$2,919, and yet only one of the 68 men actually receives an amount more than 34 times greater than the remaining 67 men, each of whom receives in actual money wage approximately one-half the statistical wage. He called the general average wage testified to before the committee by witnesses for the railroads as theoretical "statistical fallacies" that were far from the actual facts in the railway wage situation, and claimed that such evidence tended to mislead the public as to the actual low money wage being paid to most railway employees.

### Other Inaccuracies Apparent

The witness also called attention to another consideration of importance in connection with the compensation statistics of the carriers, as presented before the committee by witnesses for the railroads, for which he said allowance should be made in measuring total compensation and in computing its increases. This fact is, he contended, that they include wages paid to employees which should be charged to capital account, such as employees engaged in new construction work. These wages are properly chargeable in operating expenses and to capital account respectively, says the commission, can not be distinguished.

"To the extent that this factor enters into the statistics there is an excess expense charge recorded in compensation against operation of from 5 to 10 per cent of total wages in 1920 chargeable to capital account, and thus properly to be deducted from compensation charged against operating expenses, would amount to as much as \$370,000,000. The amount of total wages and their increases thus to be deducted from operating expenses would differ from year to year depending upon the varying sums spent on strictly capital account.

"Nor can the railway train employees be certain," Mr. Warne said, "that in the compensation statistics of the railroads, as reported by them to the interstate commerce commission and presented before this committee, there has not been a confusion of or rather a failure accurately and correctly to separate the wage accounts of affiliated and owned companies other than transportation and the compensation figures of the railroads proper. For years there has not been made by the railway companies in their reports a clear distinction between revenues and expenses resulting from the operation of physical properties, the cost of which should be properly included in the accounts of the railway company, as distinct from the revenues and expenses resulting from the ownership and operation of a miscellaneous aggregation of physical property only remotely, if at all, identified with transportation."

### Al V. Gavin to Represent Rotary Club at Meeting

The members of the Alliance Rotary club Wednesday evening unanimously chose Al V. Gavin as its representative at the district convention of Rotary clubs, which will be held at Sioux Falls, S. D., March 21 and 22. Fred G. Gurley was chosen as alternate without a dissenting vote.

Five men were placed in nomination for directors of the club, two of which will be elected at the April business meeting to take the places of retiring directors, Harry F. Thiele and Ben J. Sallows. Those nominated were: Marcus Frankie, R. M. Hampton, Charles H. Fuller, Dr. H. A. Copsey and W. M. Bevington.

The Wednesday meeting was a business session. Arthur W. Melville of Broken Bow was a visitor.

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Another shipment of those popular garments. They are made of Serge, a popular wool fabric which defies weather conditions. A truly smart and practical garment for street and sports wear—as for values, you will go far to find their equal. In brown, tan, copen, black and combinations. For Saturday's selling, priced \$23.75.

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40c Lard Baltimore Stationery, two for 41c

50c Arbutus Face powder, two for 51c

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10c Toilet Soap, (special) two for 11c

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The blouse of Russian style.

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